

CLASSIFIED MESSAGE

DATE 2135Z 15 JUNE 62

~~SECRET~~

ROUTING

1	4
2	5
3	6

TO : DIRECTOR

FROM :

EO 12958 3.3 (b) (1) >25Yrs (N)

ACTION: DPD (1,2,3,4,5,6,7,8,9,10)

INFO : S/C (11)

JM

TOR: 2156Z 15 JUNE 62

OPERATIONAL - IMMEDIATE

IN 39413

TO OPIMM

INFO

CITE

5018

OXCART

EYES ONLY

COL DEERLI, MR PARANGOSKI

FLIGHT NUMBER ELEVEN AIRDORN THIS MORNING FOR ONE HOUR AND FOURTEEN MINUTES. TOTAL TIME TO DATE IS TWELVE HOURS, ELEVEN MINUTES, TAKE-OFF WAS IN AD AT GROSS WEIGHT OF 85 THOUSAND POUNDS WITH CG AT 21.3 PERCENT MAC. AD CLIMB MADE TO 13 THOUSAND FEET WERE 2G TURNS WERE MADE AT 300 KEAS. SOME 60 DEGREE BANK TO 60 DEGREE BANK ROLLS WERE MADE AT 13 THOUSAND, 300 KEAS. LONGITUDIAL STICK FORCE AND STABILITY CHECKS WERE MADE AT 10 THOUSAND AS WERE TRIM CHECKS.

A SINGLE ENGINE CLIMB WAS SIMULATED WITH ONE ENGINE AT 80 PERCENT, OTHER IN AD. CLIMB WAS MADE TO 30 THOUSAND. GEAR LOAD TEST WERE MADE AT 20 THOUSAND, GEAR EXTENDED, 250 TO 300 KEAS, YAW ANGLES UP TO 5 DEGREES EACH WAY.

DUE TO RAPIDLY DETERIORATING WEATHER, THE REMAINDER OF HIGH

APPROVED FOR RELEASE
DATE: AUG 2007

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[REDACTED] 5018 (IN 39413)

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PAGE 2

ALTITUDE PORTION WAS SCRUBBED. NINE THOUSAND POUNDS OF FUEL DUMPED AND FLYBY MADE FOR THEOBOLITE TRACKING. NORMAL LANDING MADE WITH LEFT ENGINE AT 94 PERCENT AND RIGHT ENGINE AT IDLE THROUGHOUT APPROACH. LANDING WAS DOWNWIND WITH APPROXIMATELY 8 KNOTS DOWNWIND COMPONENT, 6 KNOTS CROSSWIND COMPONENT. DRAG CHUTE DEPLOYMENT COMPLETELY NORMAL AT 140 KNOTS. RIGHT INBOARD TIRE BLOWN DURING BRAKE APPLICATION ON ROLL OUT. AIRCRAFT TAKEN TO END OF RUNWAY [REDACTED] DUE TO BLOWN TIRE AND TAIL WIND WHERE TURN AROUND WAS MADE [REDACTED] REARWARD TRAVEL OF CG REACHED 24.7 PERCENT DURING FLIGHT. FLIGHT CONSIDERED VERY SUCCESSFUL EXCEPT FOR ITEMS SCRUBBED DUE TO WEATHER. NEW J-75 PERFORMED NORMALLY. NO SUPERSONIC FLIGHT ACCOMPLISHED. NEXT FLIGHT BEING PLANNED FOR TUESDAY, 19 JUNE 62.

END OF MESSAGE

~~SECRET~~